EU ETS Compliance: the Way Forward
Findings from Workshop Session III

Legal framework

| Accreditation Bodies | → | No uniform legislation | → | AR 765/2008 |

| Verifier | → | MRG and National law EA6/03 | → | Best Practices |

| Operator and CA | → | MRG and National law | → | Best Practices |
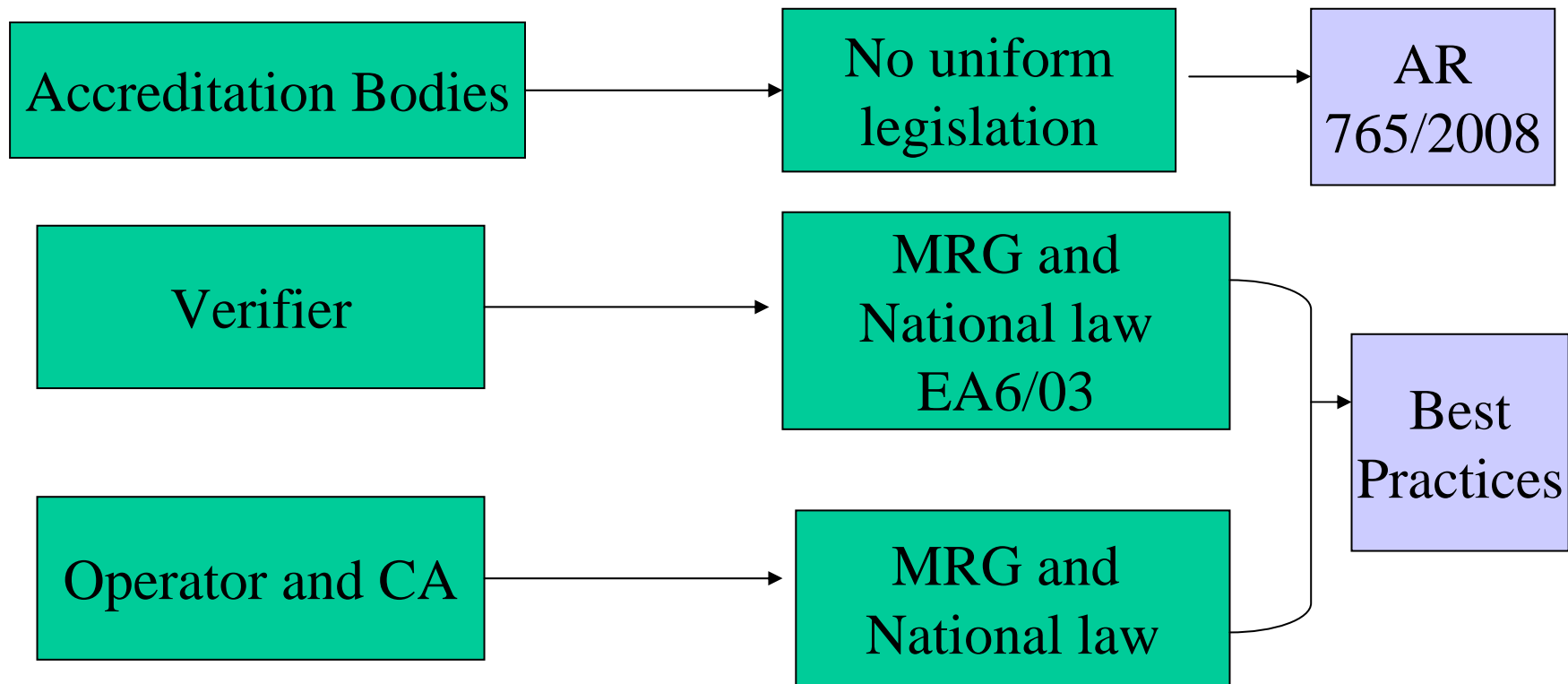
In future revision EU ETS Directive and development V&A regulation and AR 765/2008

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Presenters identified following issues on

Continuous improvement monitoring methodology (UK best practice)

- MRG requirement to continuously improve monitoring methodology and to address outstanding misstatements and non-conformities (section 3, 4.3 and 10.4.2 MRG)
- IT →improve efficiency improvement report and reduce administrative burden

Man day table (Portuguese best practice)

- Calculation method to assess minimum man days verifiers for verification
- Method would create a more level playing field and consistency in time allocation
- Risks to be mitigated by requiring more days to be allocated when needed

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Presenters identified following issues on

Accreditation regulation 765/2008

- Legal framework for accreditation (includes EU ETS verification)
- Provisions on structure and organization AB (i.e. single AB per MS and public

  authority, independence AB and peer evaluation)
- Effectiveness, consistency and continuity peer evaluation system to be improved

  and elaborated (introducing risk based approach)
- Sectoral accreditation scheme→ scheme owner EC
- Accreditation effective tool to ensure adequacy and equivalence ETS verification

  → need for cooperation between EA, EC and MS

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Presenters identified following issues on

Competencies verifier

- Competence verifier is also on how you apply competence requirements. Not just a paper demonstrating your knowledge
- Competence of accreditation assessors

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What is the best way forward?

1. Welcome the work done by TWG, present the guidance notes during the V&A-forum

2. Work further on the remaining issues after the work of the TWG on to the end of 2009 (and of course also afterwards)

3. Don't do this work in splendid isolation, but the V&A-forum might be a good platform for the work in the private domain

4. Use the Compliance Forum as a platform to look to the whole compliance chain

5. Use the best practices presented in order to improve your work in every element of the compliance chain

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What is the best way forward?

6. Use aviation as an opportunity to closely cooperate as member states and Commission to develop from the very beginning an effective and efficient system

7. With so many topics left, act smart

8. Organise feedback-loops between every element of the compliance chain, including the political decisions